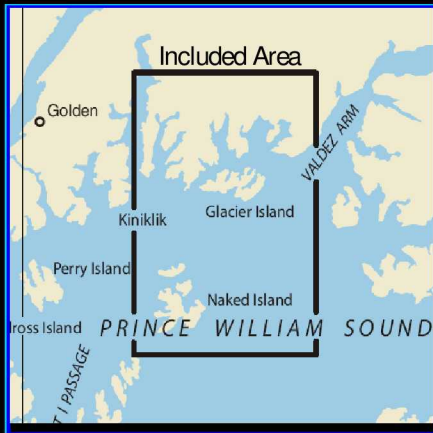


# ***BookletChart<sup>TM</sup>***

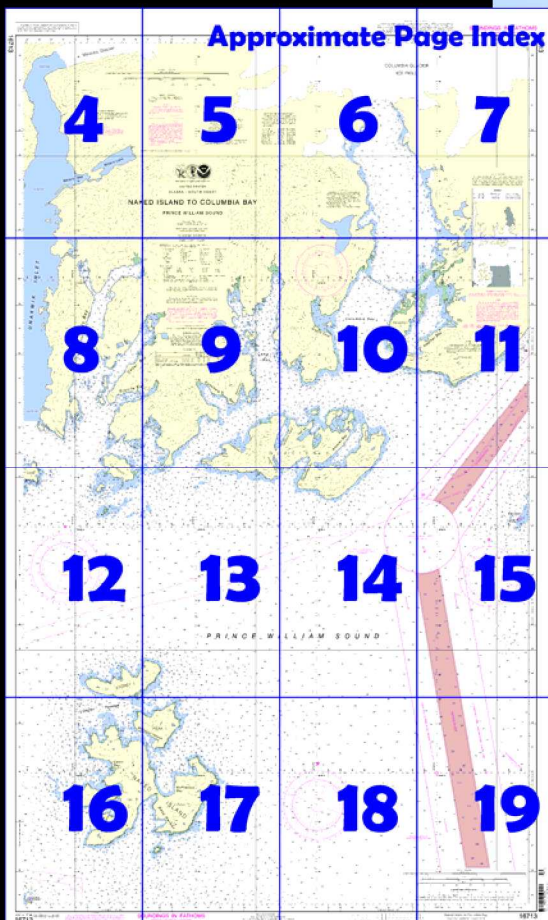
## ***Naked Island to Columbia Bay***

(NOAA Chart 16713)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



***Home Edition (not for sale)***

### **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### **What is a BookletChart™?**

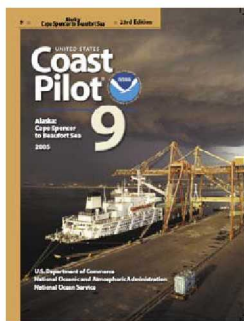
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 9, Chapter 4 excerpts]**

(193) Prince William Sound is an extensive body of water with an area of about 2,500 square miles. It is very irregular in outline, with great arms spreading in all directions. The entrance, from Cape Hinchinbrook to Cape Puget, is 58 miles across, but is almost closed off by islands. The largest is Montague Island which extends well out into the ocean. (195) Prince William Sound Shipping Safety Fairway, extending SE from Hinchinbrook Entrance at the approaches to Prince William

Sound, has separate inbound and outbound traffic lanes that merge in the NW part.

(196) There are three Safety Zones in Prince William Sound: Valdez Marine Terminal, Ammunition Island, and a Moving Safety Zone around explosive-carrying vessels.

(197) Traffic Separation Scheme (Prince William Sound), wholly within U.S. Territorial waters, has inbound and outbound traffic lanes and separation zones, and leads from the vicinity of Cape Hinchinbrook through Prince William Sound and into Valdez Arm

(198) Mariners approaching or departing Hinchinbrook Entrance are advised to use caution, because of strong currents, occasional severe weather, and fishing activity in the area. Hinchinbrook Entrance may be transited E or W of Seal Rocks, at the vessel master's discretion.

#### **Dangers**

(199) The off-lying dangers in the approaches to Prince William Sound are Middleton Island, Fountain Rock, Wessels Reef, and Seal Rocks.

(200) The Hinchinbrook Entrance Safety Fairway has been established to provide an unobstructed approach for vessels from the SE to Hinchinbrook Entrance. Use of this fairway provides safe clearance of Wessels Reef and Seal Rocks, and terminates at Cape Hinchinbrook. The Prince William Sound Vessel Traffic Service begins about 3.5 miles after departing the designated safety fairway. A RACON established at Seal Rocks and a radio beacon at Cape Hinchinbrook provide aids to making the approach.

(201) The March 1964 earthquake caused a bottom uplift of from 4 to 32 feet in Prince William Sound. Some parts of the sound outside of the traffic separation scheme have not been surveyed since the earthquake. Until a complete survey is made of the area, extreme caution is necessary because depths may be considerably less than charted and mentioned in the Coast Pilot.

(213) Middleton Island, about 50 miles off the entrance to Prince William Sound, is comparatively low and grass covered and difficult to pick up when making a landfall. An aerolight is on the W side about 1.3 miles from the S end of the island.

(214) From a few miles offshore the island appears flat. The highest ground, on the S, has an elevation of 126 feet. A pinnacle rock at the extreme S end is conspicuous from E and W. The N end slopes to a sandspit.

(216) A sandbar, awash at low water, extends 1.3 miles NW from the N tip of the island. The channel between the extreme end of the bar and the main island, 0.5 mile NW of the tip of the island, carries a depth of 3 fathoms, but strong rips occur and it is dangerous to use.

(217) Middleton Island is inhabited by technicians that operate the Federal Aviation Administration station. The island is fringed by vast areas of reefs, rocks, and kelp. Breakers occur at greater distances. Foul ground extends 2 miles S of the island, terminating in breakers except in very smooth weather. Seaward of these breakers, the bottom falls off rapidly into deepwater, except that in 1967, a depth of 5¼ fathoms was found to exist about 0.3 mile S of the foul ground in 59°22.3'N., 146°23.1'W. Broken ground extends 3 miles to the E, terminating in breakers which first begin to appear when a moderate swell is running. This side of the island should be given a wide berth.

(218) The waters W of Middleton Island are clear of off-lying dangers, giving an easy approach to an anchorage from this direction. The best anchorage is 1 mile S of the N tip and 2 miles W of the island in about 12 fathoms. Small vessels can anchor further E, 1 mile W of the island, in about 7 to 8 fathoms. This area gives protection from the NE and SE. Tidal currents, of about 2 knots, run approximately parallel to the island.

(219) There are two good landing places, depending on the prevailing seas; one is on the NE side of the island 0.3 mile from the N tip; the other is on the W side of the island, directly W of a quonset hut, 0.7 mile S of the N tip of the island. These areas have steep beaches, and landings can be made in moderate swells. The remains of the S.S. COLDBROOK, which was wrecked in this vicinity in 1942, are above the high waterline.

(220) At the N and S ends of the island the current is irregular and sets in a NE-SW direction. Tide rips are visible several miles to the S of the island, and to the N in the vicinity of Fountain Rock. Mariners are advised to use extreme caution when navigating in shoal waters in the vicinity of Middleton Island because of possible additional shoaling as a result of the bottom uplift caused by the earthquake of March

1964.

# Table of Selected Chart Notes

Corrected through NM Apr. 21/07  
Corrected through LNM Apr. 10/07

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.  
Refer to charted regulation section numbers.

## HEIGHTS

Heights of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and Summit elevation values are in feet and refer to Mean Sea Level.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Valdez, AK	WXJ-63	162.55 MHz
Cordova, AK	WXJ-79	162.40 MHz
Whittier, AK	KXI-29	162.40 MHz
East Point, AK	WNG-530	162.500 MHz
Tripod Mountain, AK	WNG-715	162.450 MHz

## Mercator Projection

Scale 1:50,000 at Lat. 60° 50'

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## NOTE B

### CAUTION

During calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.65 Mhz).

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.968" southward and 7.342" westward to agree with this chart.

## CAUTION

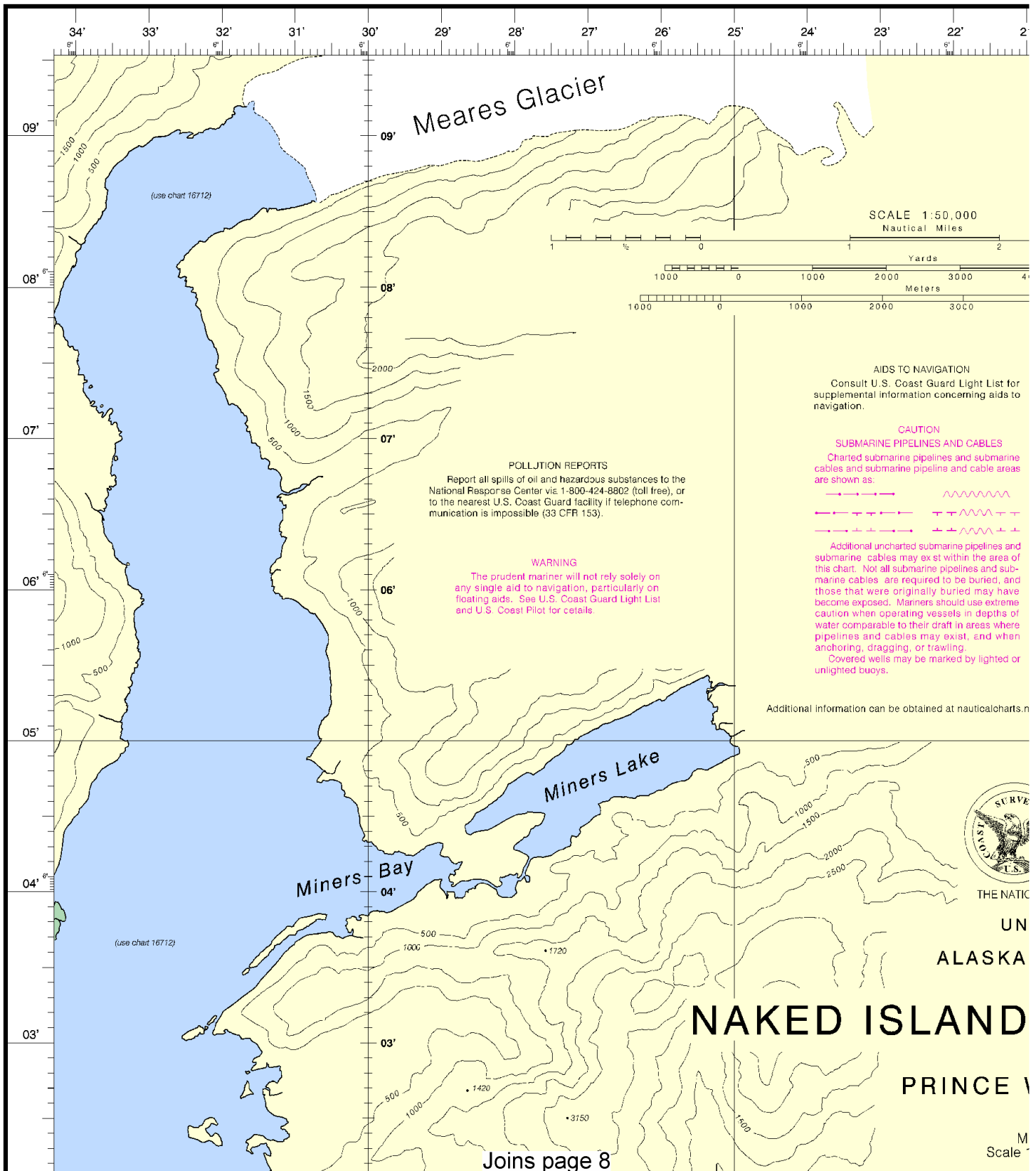
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.

16713



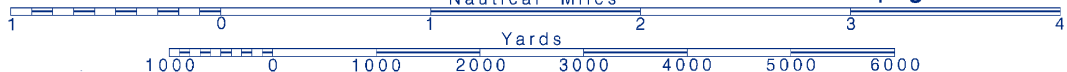
4

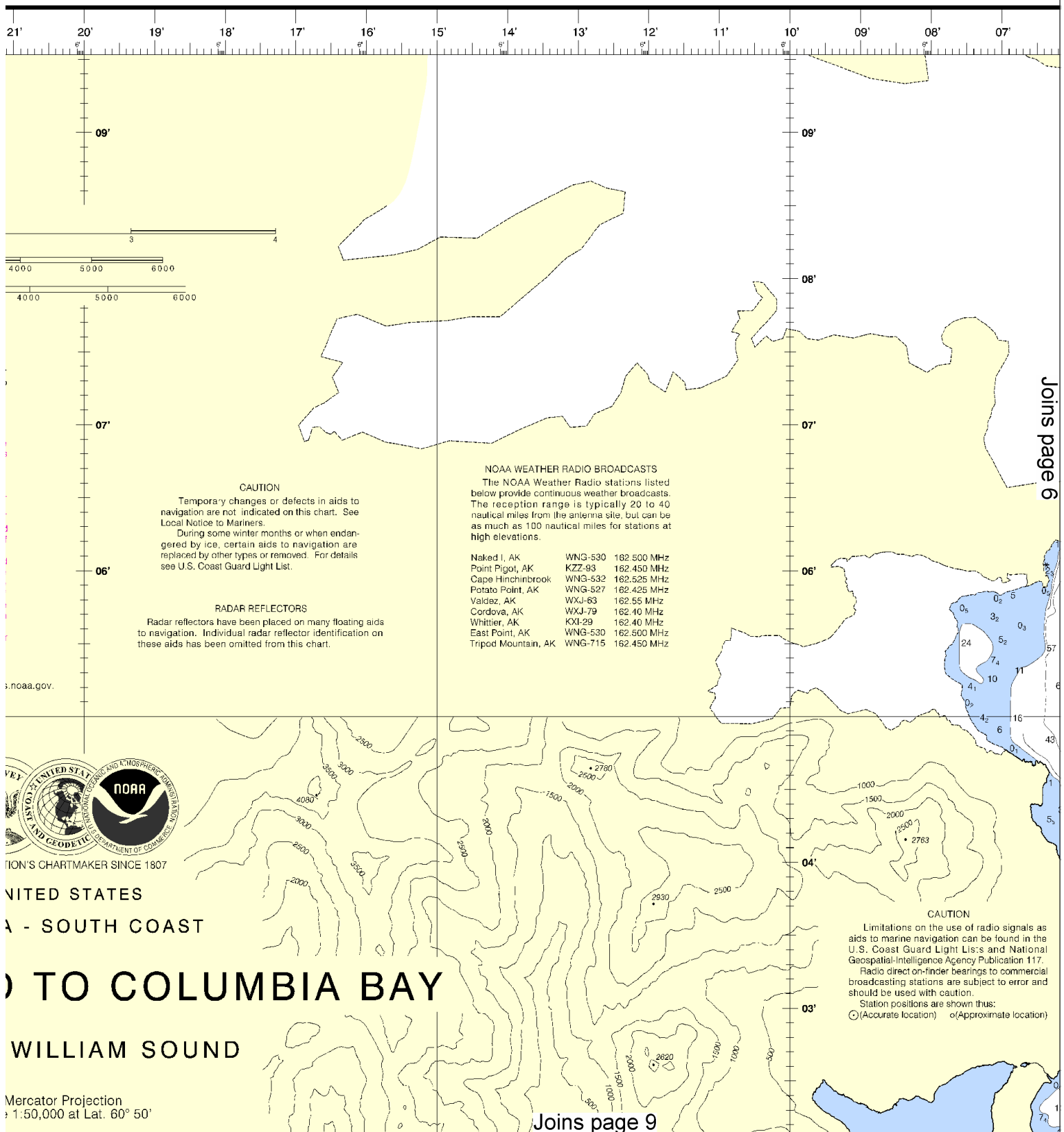


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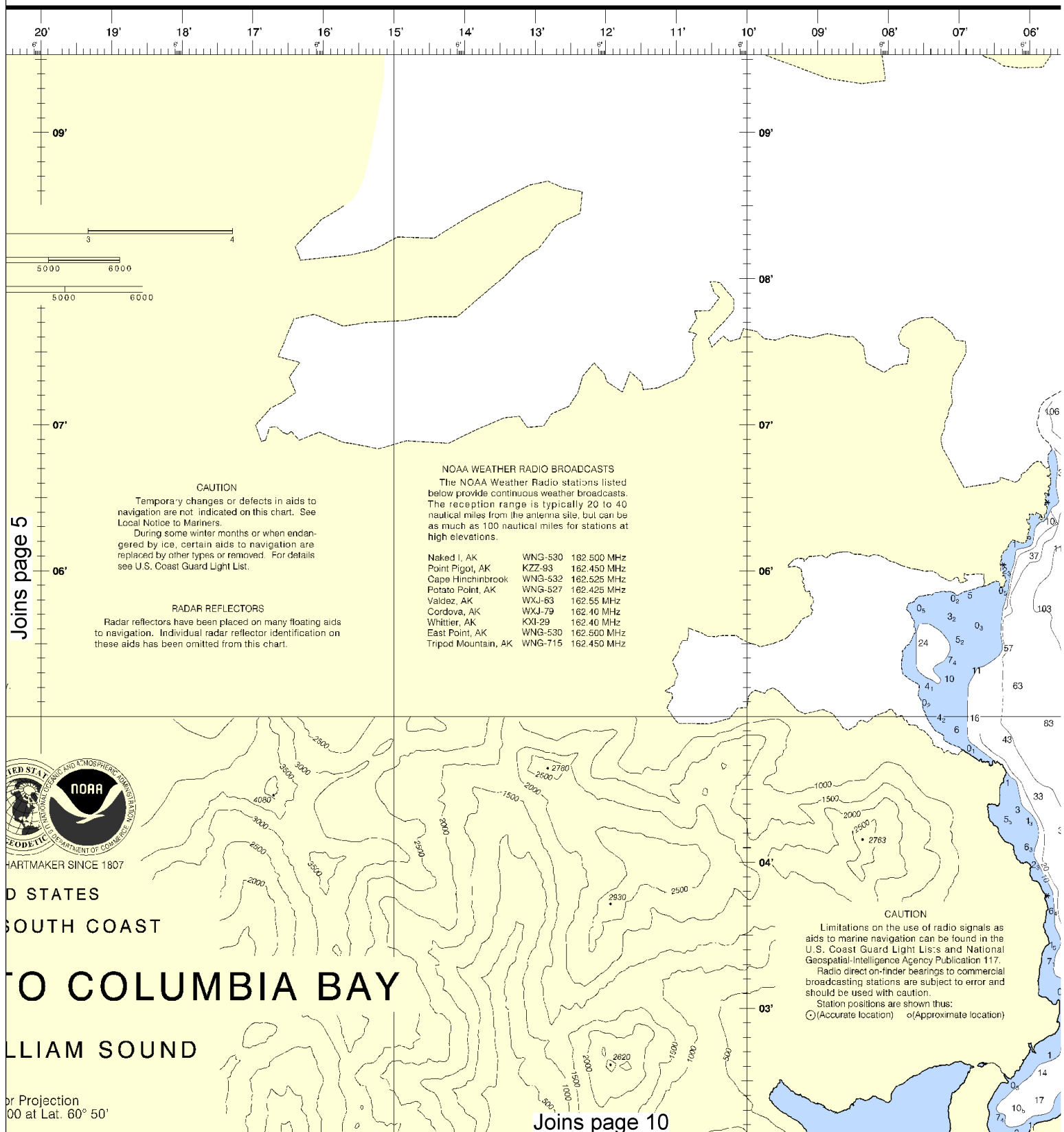
SCALE 1:50,000

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:66667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.



6



Printed at reduced scale.

SCALE 1:50,000

See Note on page 5.

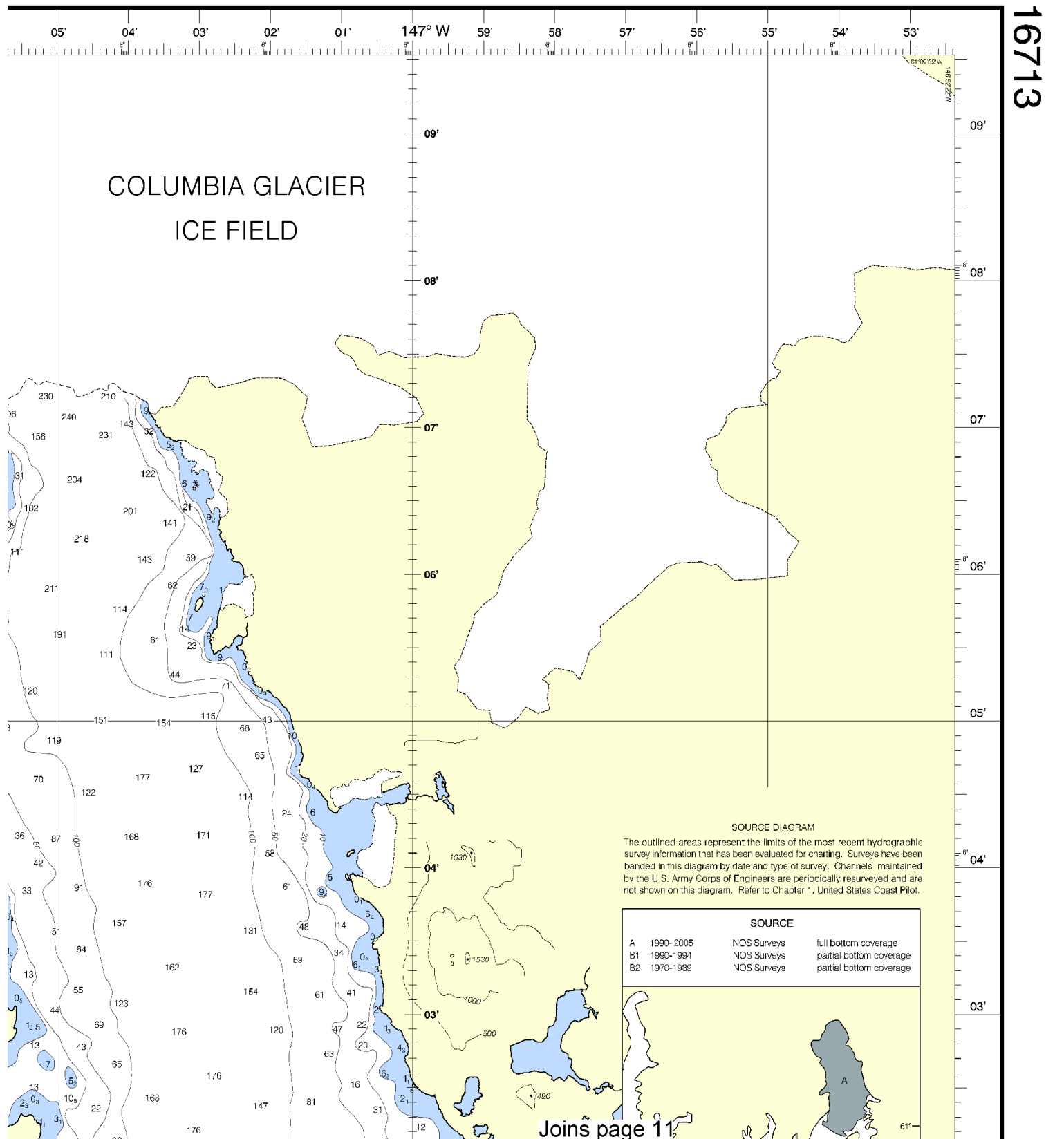


PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

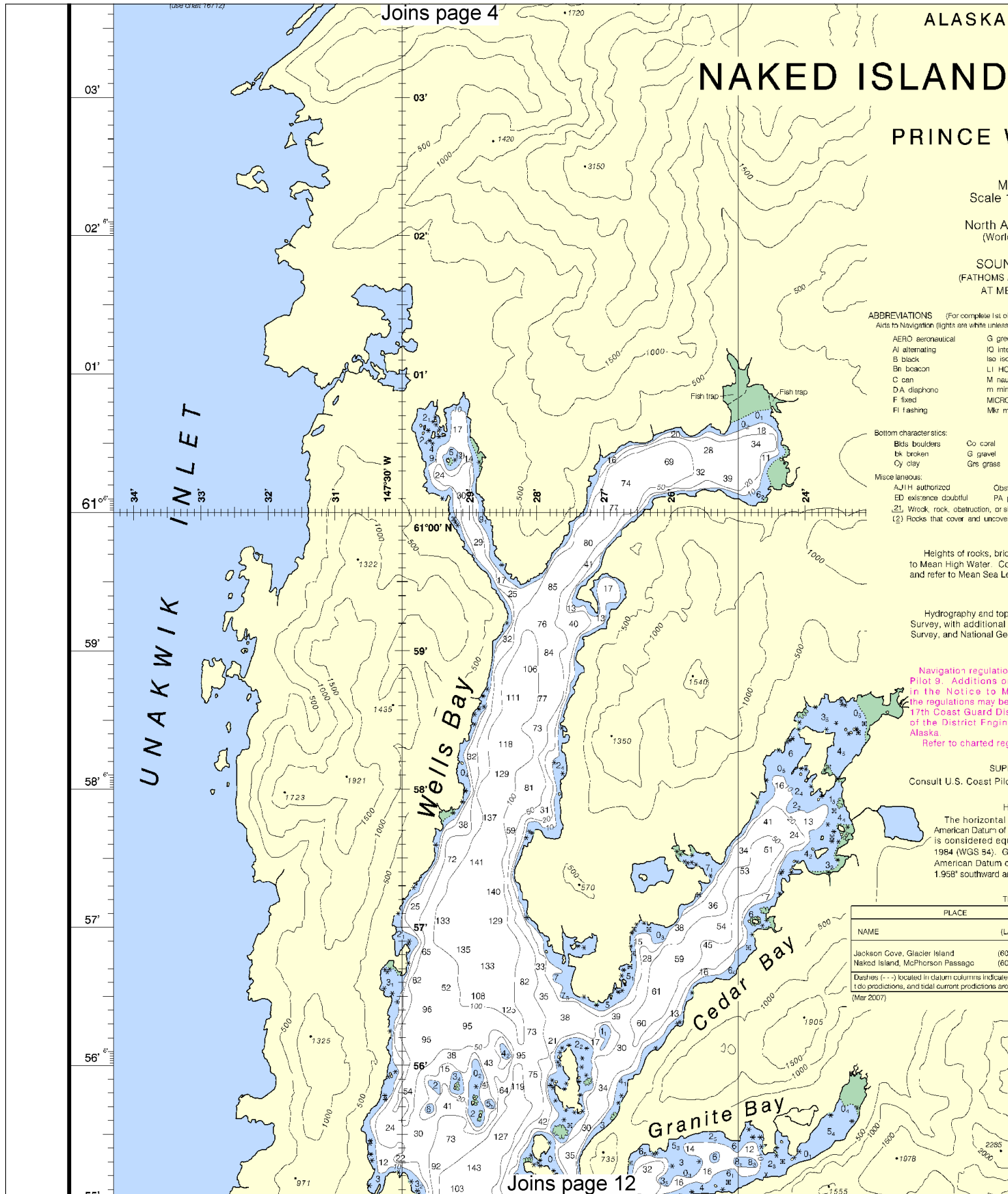
# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0910 3/2/2010,  
 NGA Weekly Notice to Mariners: 1110 3/13/2010,  
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.





Joins page 4

ALASKA

# NAKED ISLAND

PRINCE

Scale

North A  
(Work

SOUN  
(FATHOMS /  
AT ME

ABBREVIATIONS (For complete list of

Aids to Navigation (lights are white unless

AERO aeronautical G gre  
Al alternating IO inte  
B black Iso iso  
Bn beacon LI HO  
C can M nau  
DA diaphano m min  
F fixed MICRC  
Fl flashing Mkr m

Bottom characteristics:  
Bld boulders Co coral  
bk broken G gravel  
Cy clay Grs grass

Miscellaneous:  
AJTH authorized Obst  
ED existence doubtful PA f  
ZL Wreck, rock, obstruction, or sl  
(2) Rocks that cover and uncover

Heights of rocks, brid  
to Mean High Water. Cc  
and refer to Mean Sea Le

Hydrography and top  
Survey, with additional  
Survey, and National Ge

Navigation regulation  
Pilot 9. Additions or  
in the Notice to M  
the regulations may be  
17th Coast Guard Dis  
of the District Engin  
Alaska.  
Refer to charted reg

SUPI  
Consult U.S. Coast Pilc

H  
The horizontal  
American Datum of  
is considered equi  
1984 (WGS 84). G  
American Datum c  
1.958" southward ai

PLACE	NAME	(L)
Jackson Cove, Glacier Island	(60	
Nakod Island, McPherson Passage	(60	

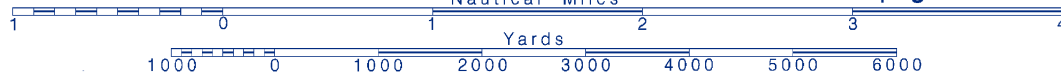
Dashes (- - -) located in datum columns indicate  
1 do predictions, and tidal current predictions are  
(Mar 2007)

Joins page 12

Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.



8



TO COLUMBIA BAY

WILLIAM SOUND

Mercator Projection  
1:50,000 at Lat. 60° 50'

American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
AND FEET TO ELEVEN FATHOMS)  
MEAN LOWER LOW WATER

List of Symbols and Abbreviations, see Chart No. 1.)  
(as otherwise indicated):

- green  
interrupted quick  
isophase  
HO lighthouse  
nautical mile  
minutes  
RO TR microwave tower  
marker

gy gray  
h hard  
M mud
- Mc. moose rock  
OBSC obscured  
Oc occulting  
Or orange  
Q quick  
R red  
Ra Ref radar reflector  
R 3n radiobeacon

Oys oysters  
Rk rock  
S sand
- R TR radio tower  
Rot rotating  
s seconds  
SEC sector  
St M statute miles  
VO very quick  
W white  
WHIS whistle  
Y yellow

so soft  
Sh shells  
sy sticky

- bstr obstruction PD position doubtful Subm submerged  
A position approximate Rep reported  
rsho swept clear to the depth indicated  
ver, with heights in feet above datum of soundings.

HEIGHTS  
ridges, landmarks and lights are in feet and refer  
Contour and Summit elevation values are in feet  
Level.

AUTHORITIES  
ography by the National Ocean Service, Coast  
al data from the U.S. Coast Guard, Geological  
Geospatial-Intelligence Agency.

NOTE A  
ions are published in Chapter 2, U.S. Coast  
or revisions to Chapter 2 are published  
Mariners. Information concerning  
be obtained at the Office of the Commander,  
District in Juneau, Alaska, or at the Office  
ineer, Corps of Engineers In Anchorage.

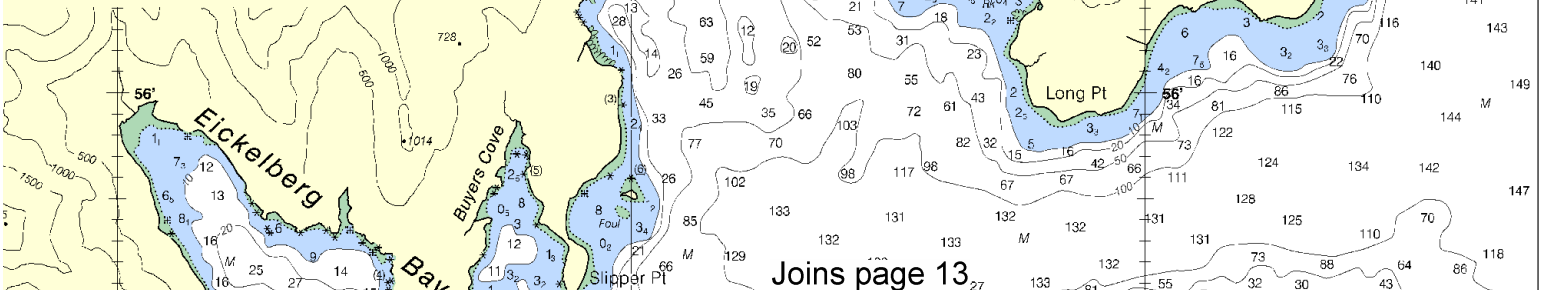
regulation section numbers.

IMPLEMENTAL INFORMATION  
'lot 9 for important supplemental information.

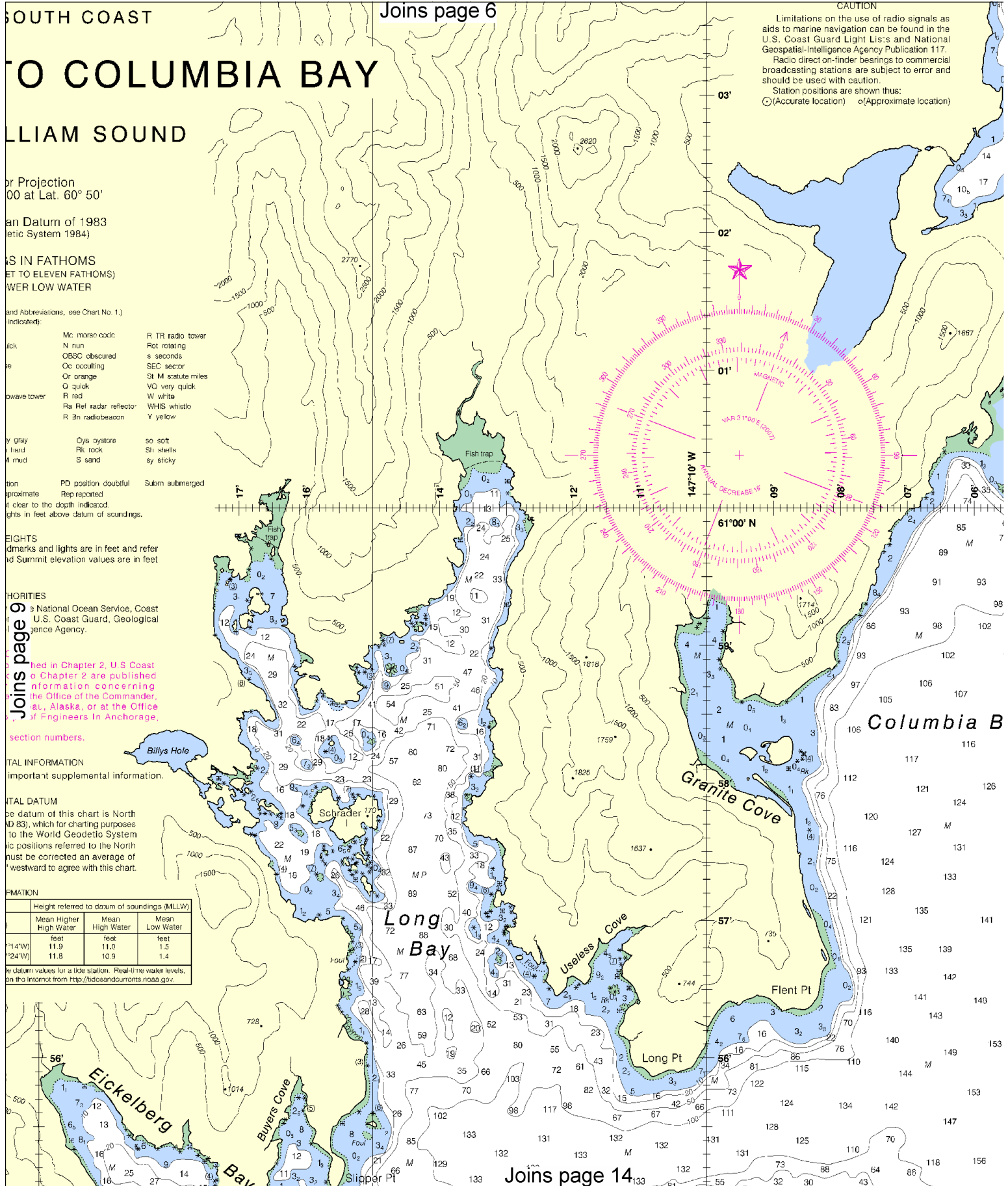
HORIZONTAL DATUM  
al reference datum of this chart is North  
of 1983 (NAD 83), which for charting purposes  
equivalent to the World Geodetic System  
Geographic positions referred to the North  
1 of 1927 must be corrected an average of  
and 7.342" westward to agree with this chart.

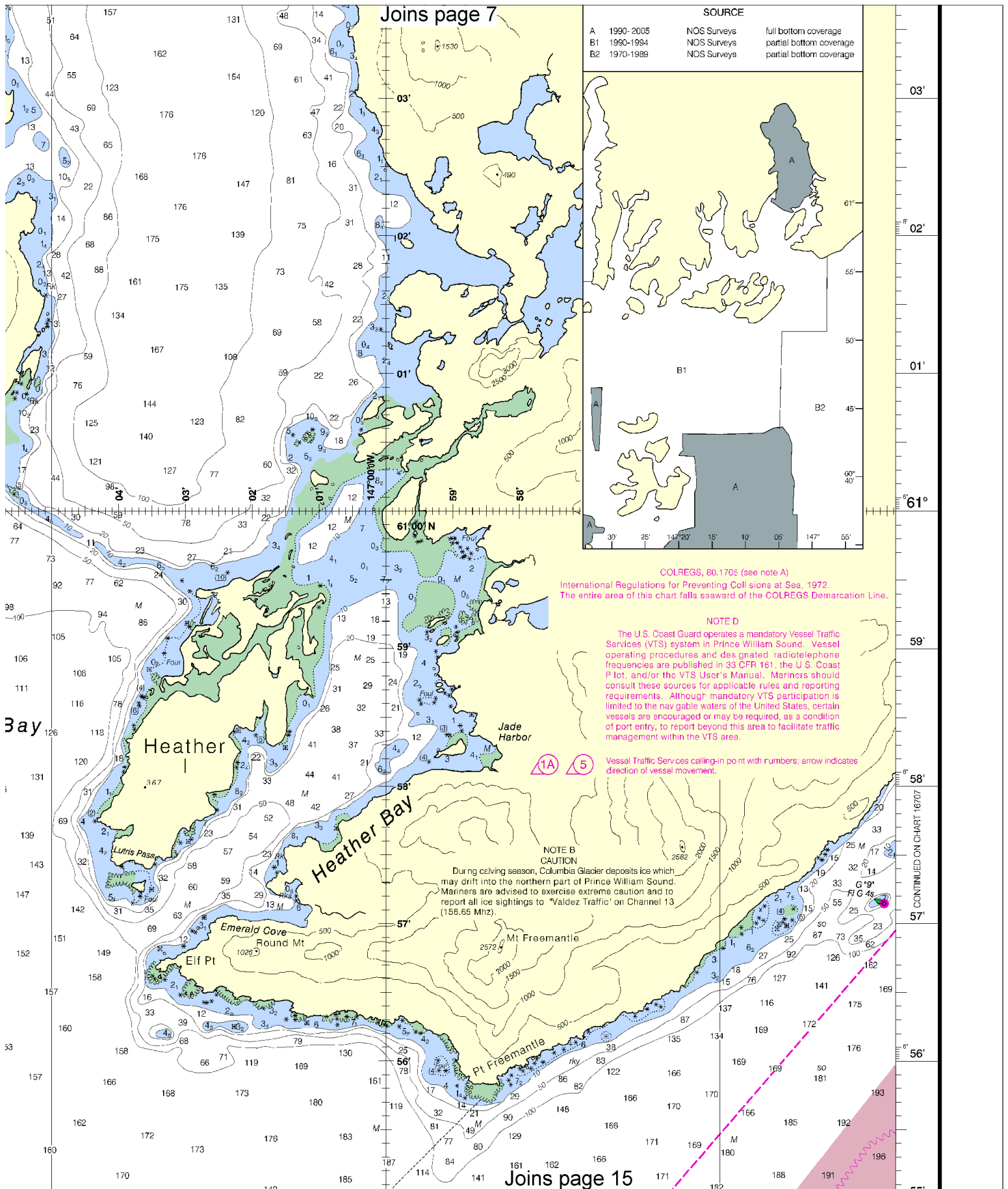
(LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
60°53'N/147°14'W	11.9	11.0	1.5
60°40'N/147°24'W	11.8	10.9	1.4

ate unavailable datum values for a tide station. Real-time water levels,  
are available on the Internet from <http://tidesandcurrents.noaa.gov/>.



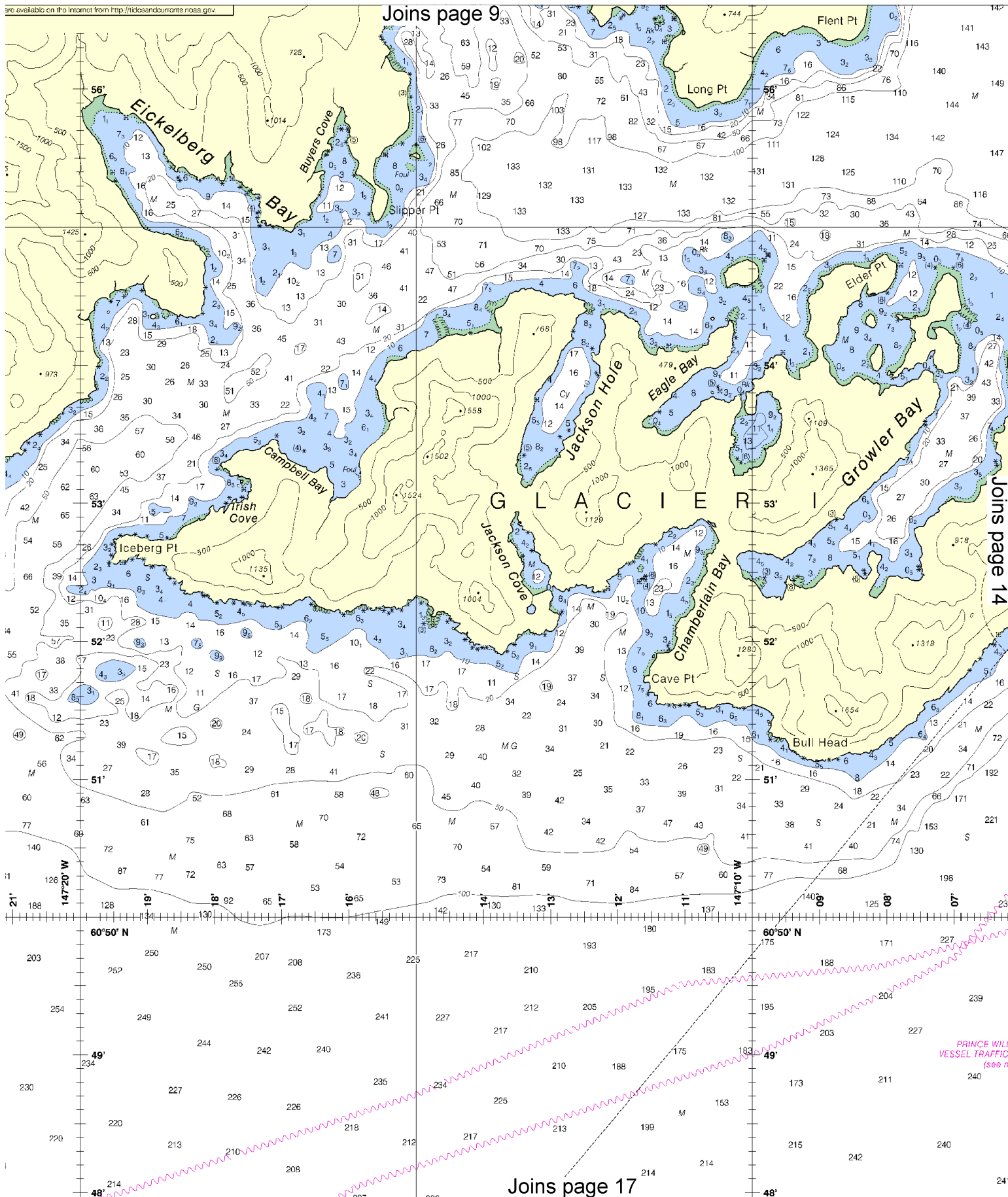
CAUTION  
Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.  
Radio direct-on-bearings to commercial  
broadcasting stations are subject to error and  
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○ (Accurate location)    ◐ (Approximate location)

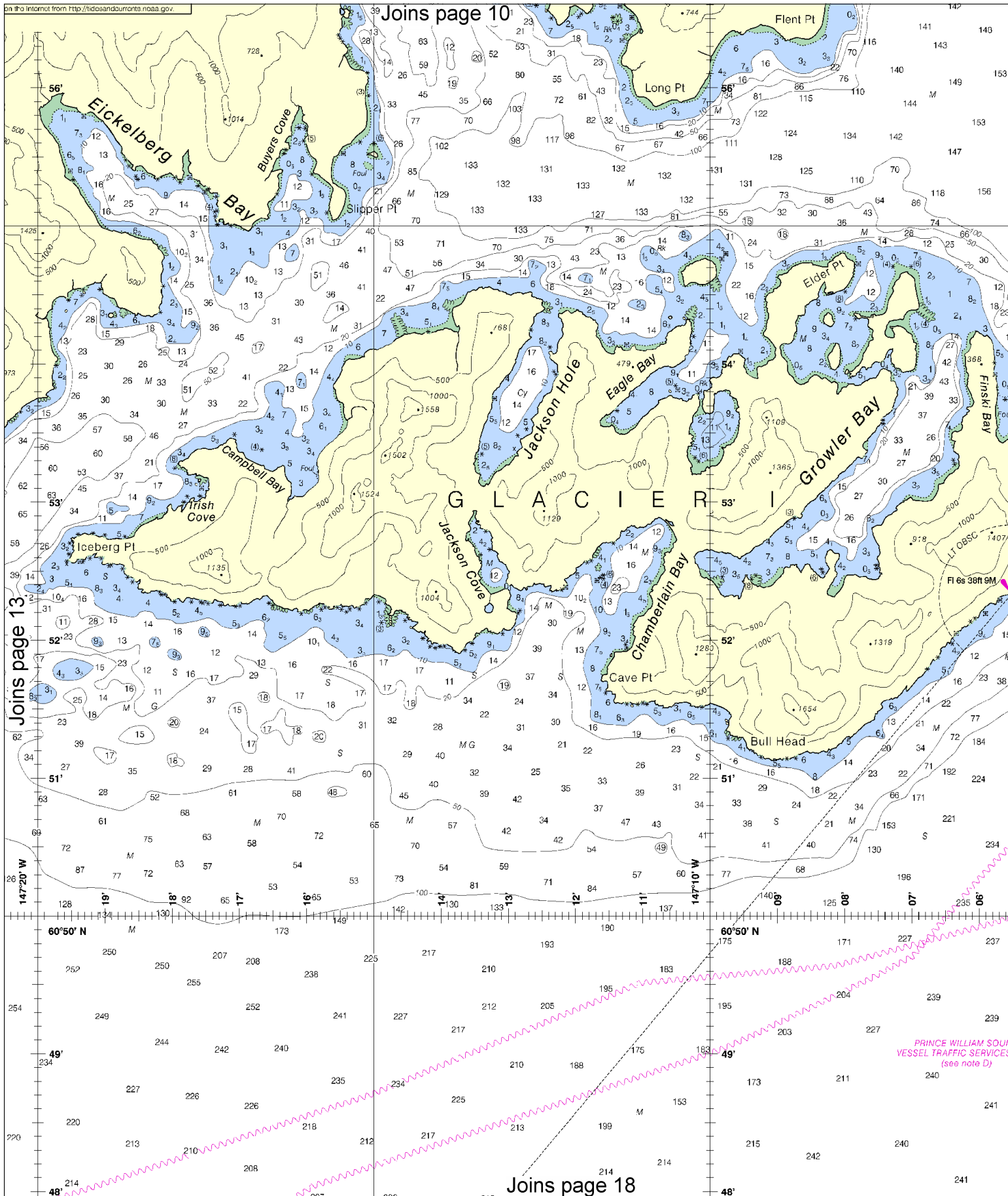


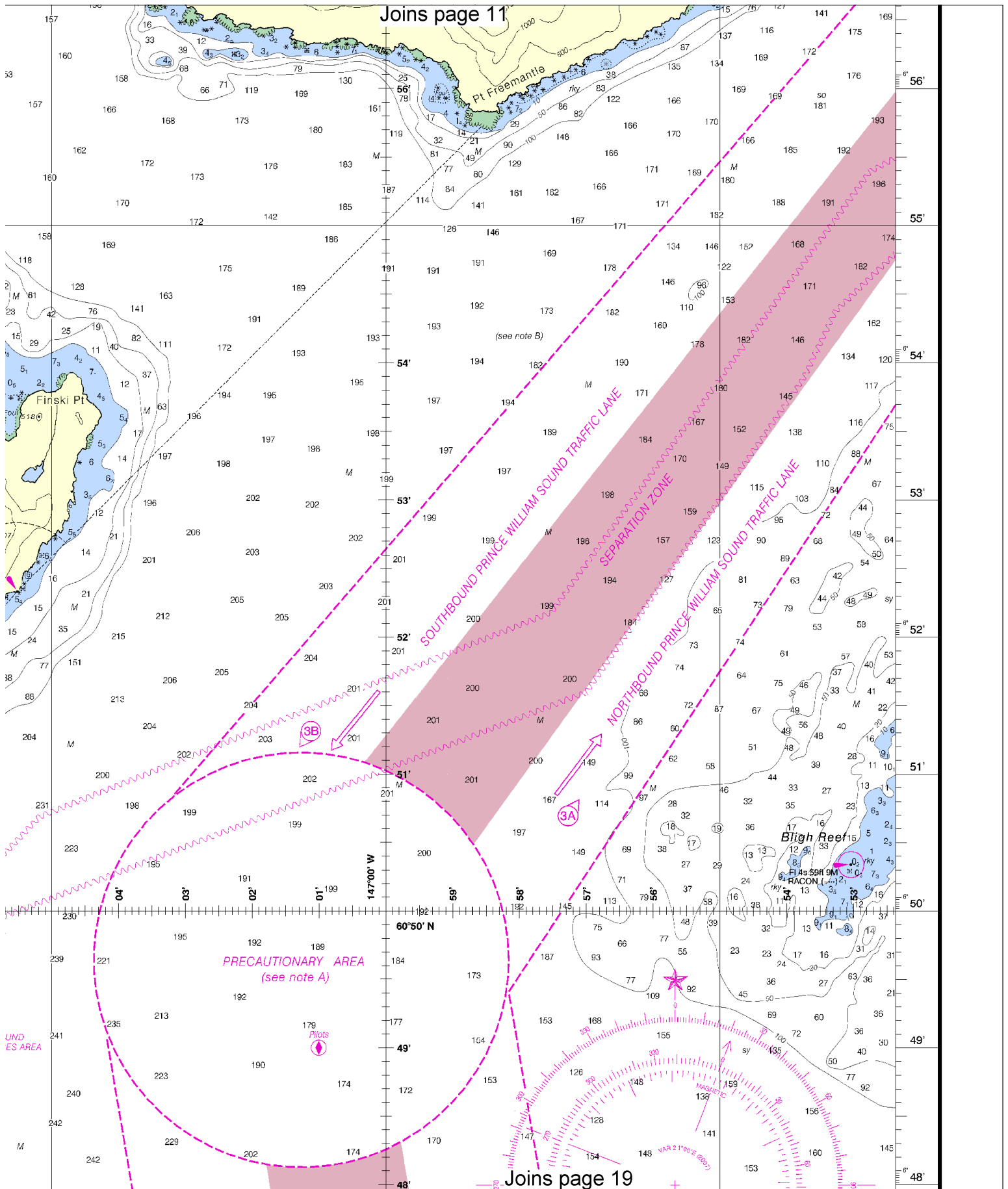


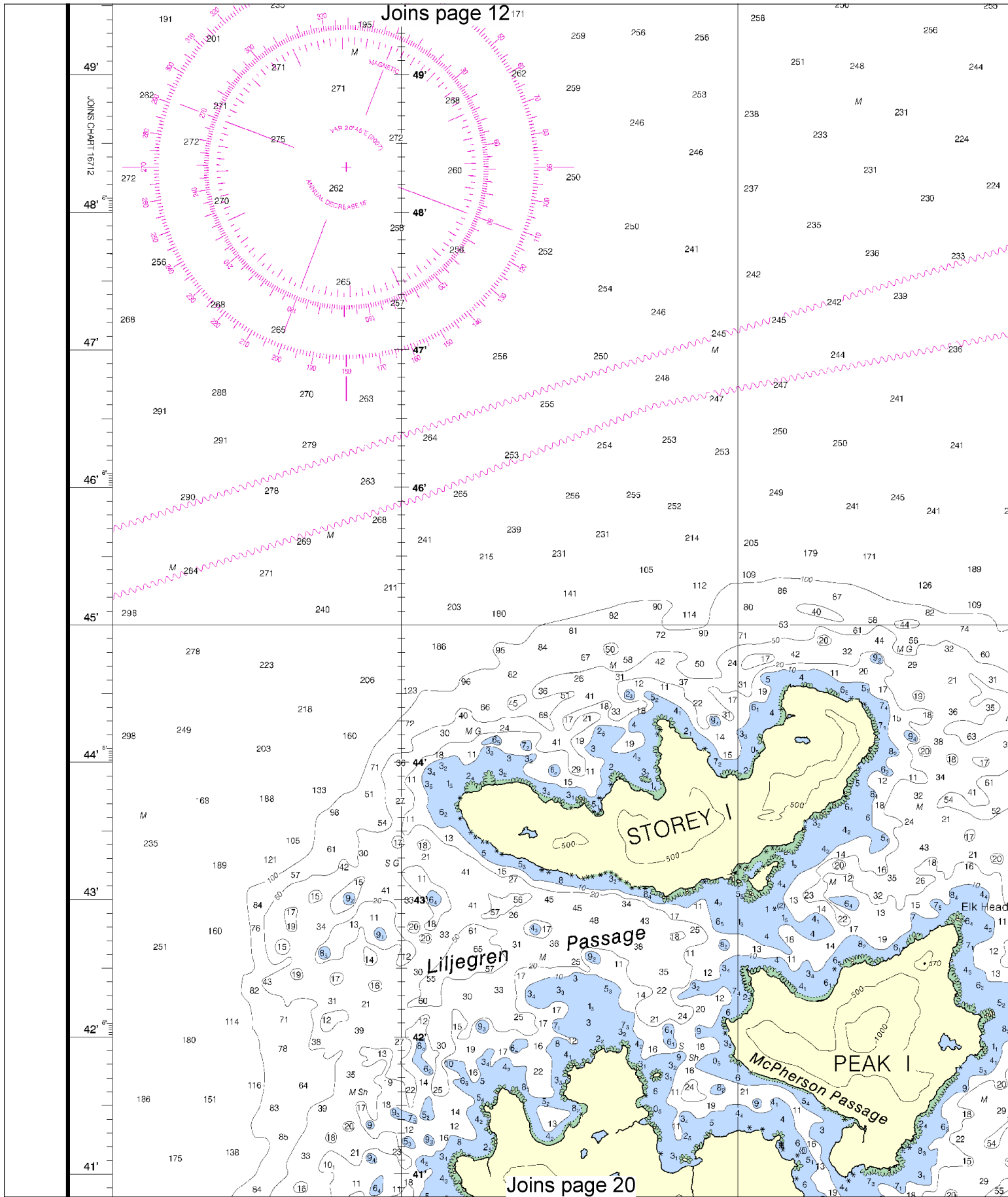


Joins page 9









PRINCE WILLIAM  
VESSEL TRAFFIC  
(see n

Joins page 14

PRINCE WILLIAM SOUND  
VESSEL TRAFFIC SERVICES  
(see note D)

P R I N C E W I L L I A M S O U N D

Joins page 17

Joins page 22

18

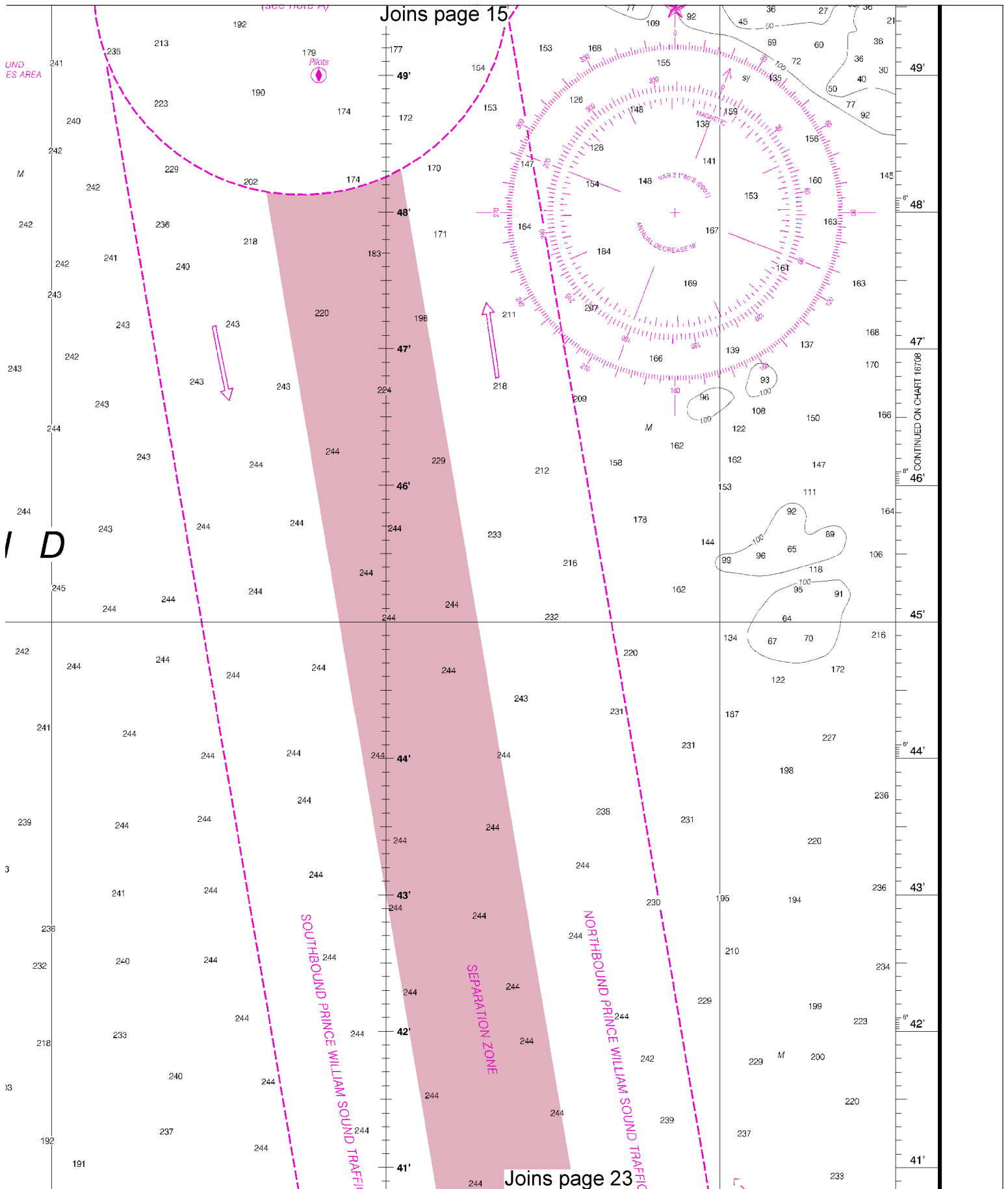


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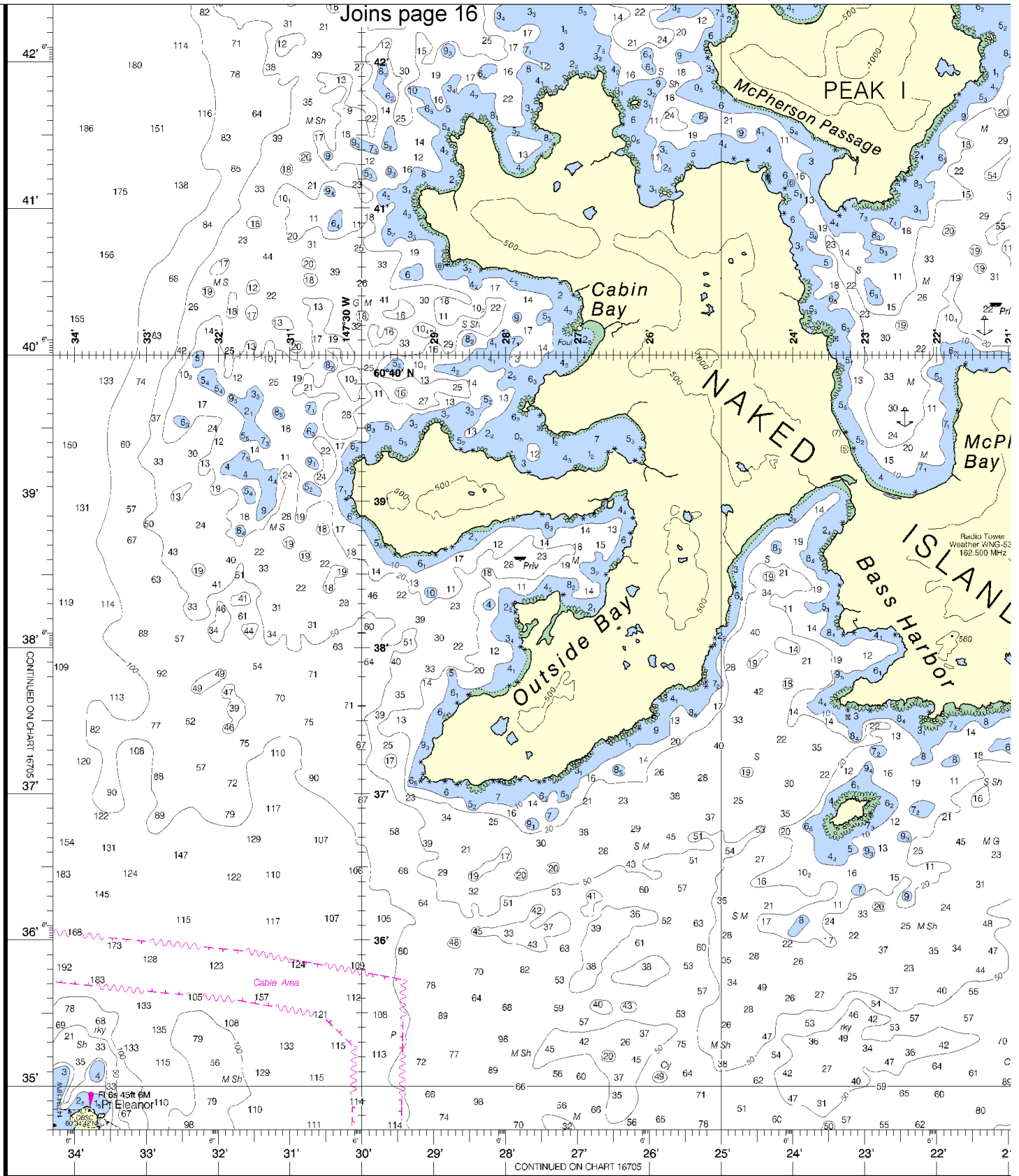
SCALE 1:50,000

See Note on page 5.





Joins page 16



3rd Ed., Apr. /07 ■ Corrected through NM Apr. 21/07  
Corrected through LNM Apr. 10/07

16713

CAUTION  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

20

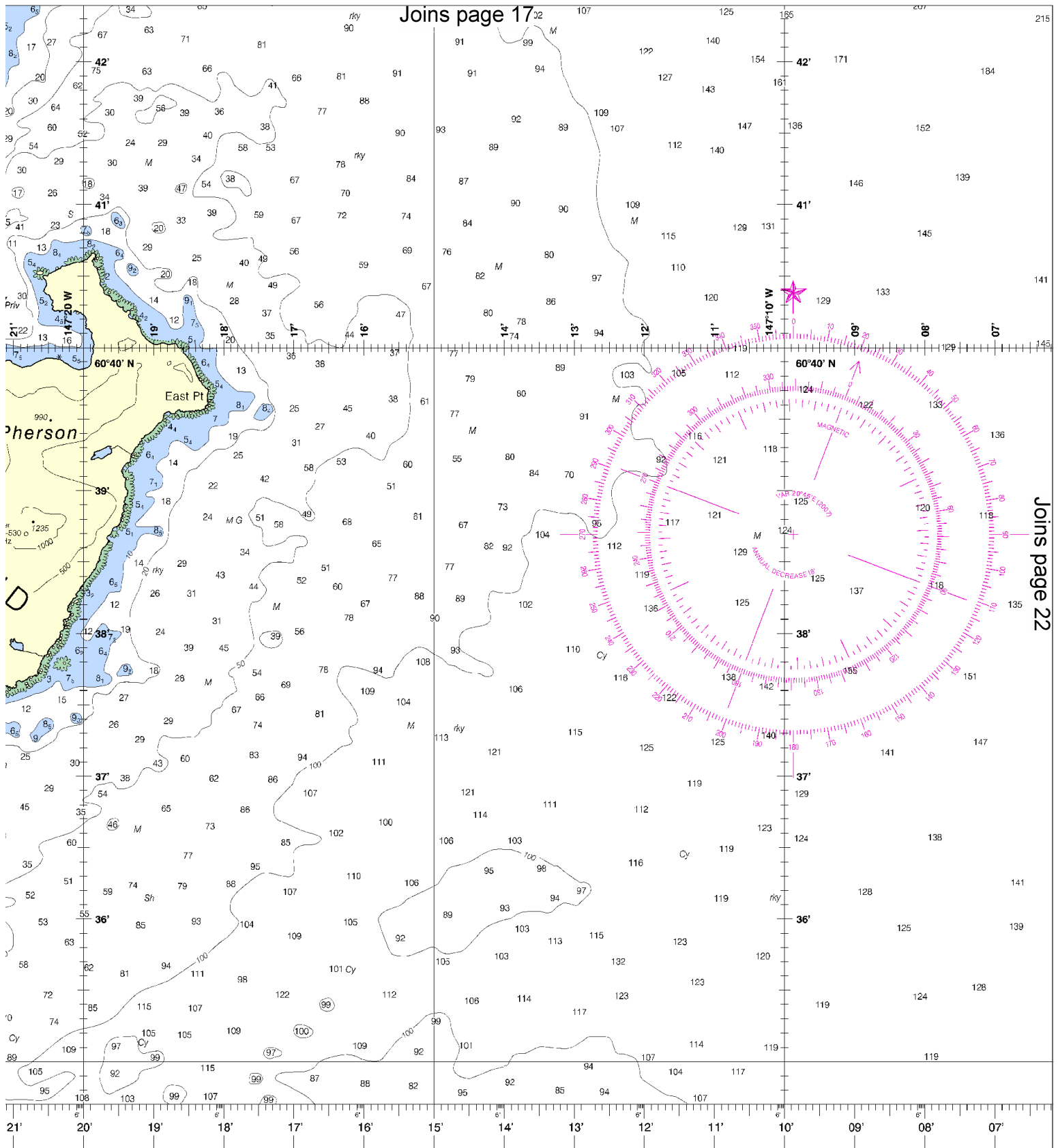


Printed at reduced scale.

SCALE 1:50,000  
Nautical Miles

See Note on page 5.

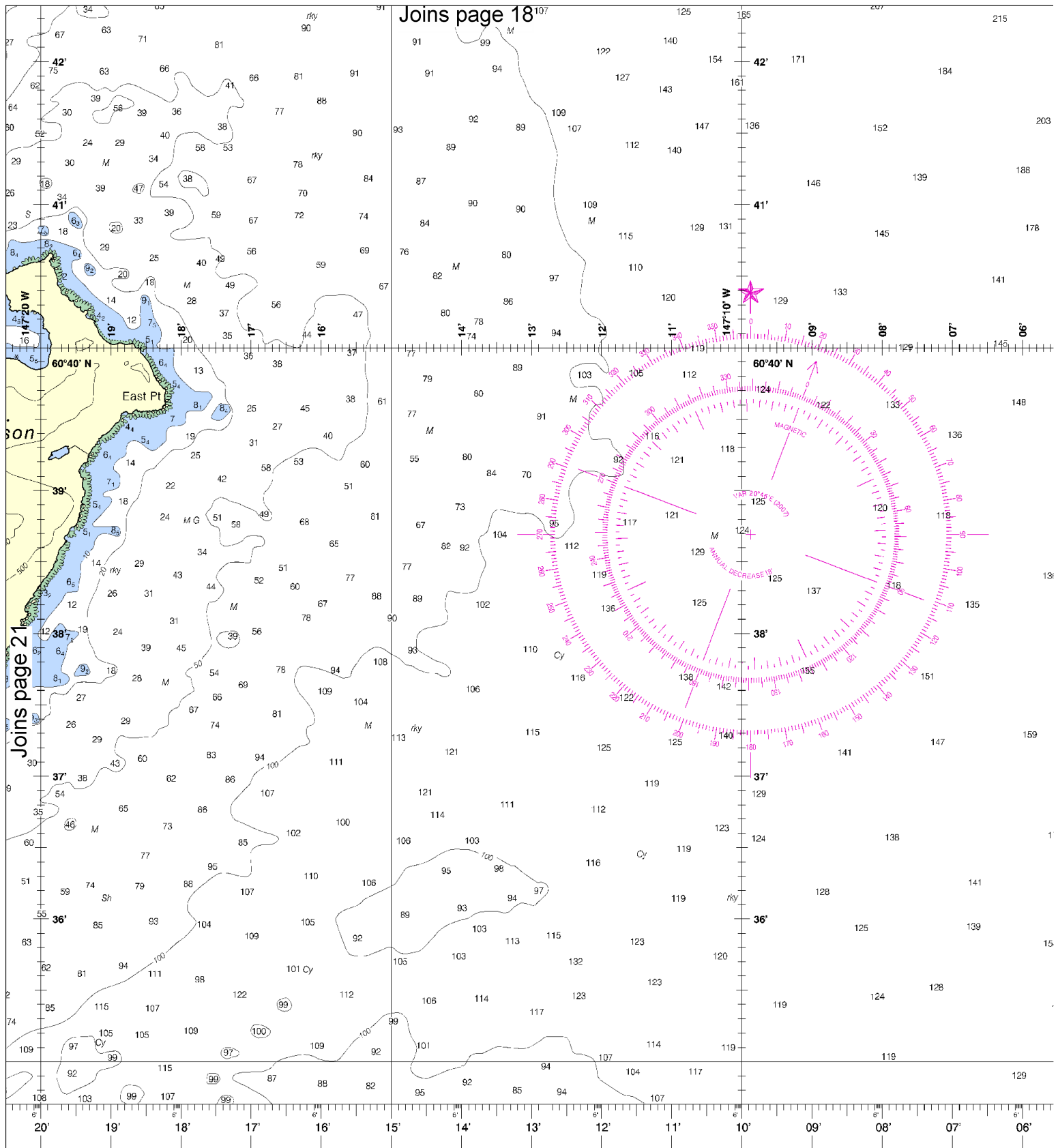




**FATHOMS**  
(FATHOMS)

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

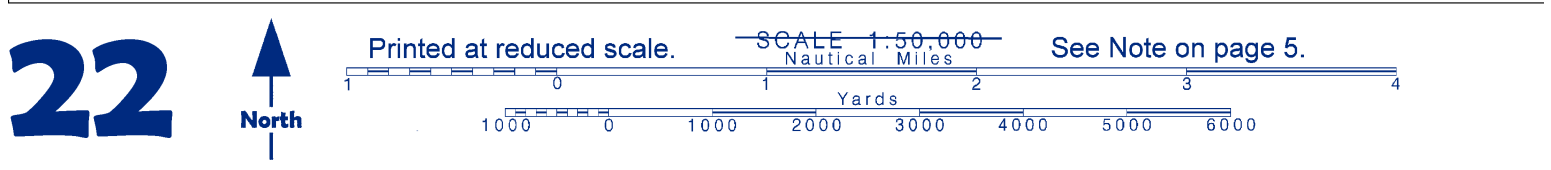
FATHOMS	
FEET	
METERS	

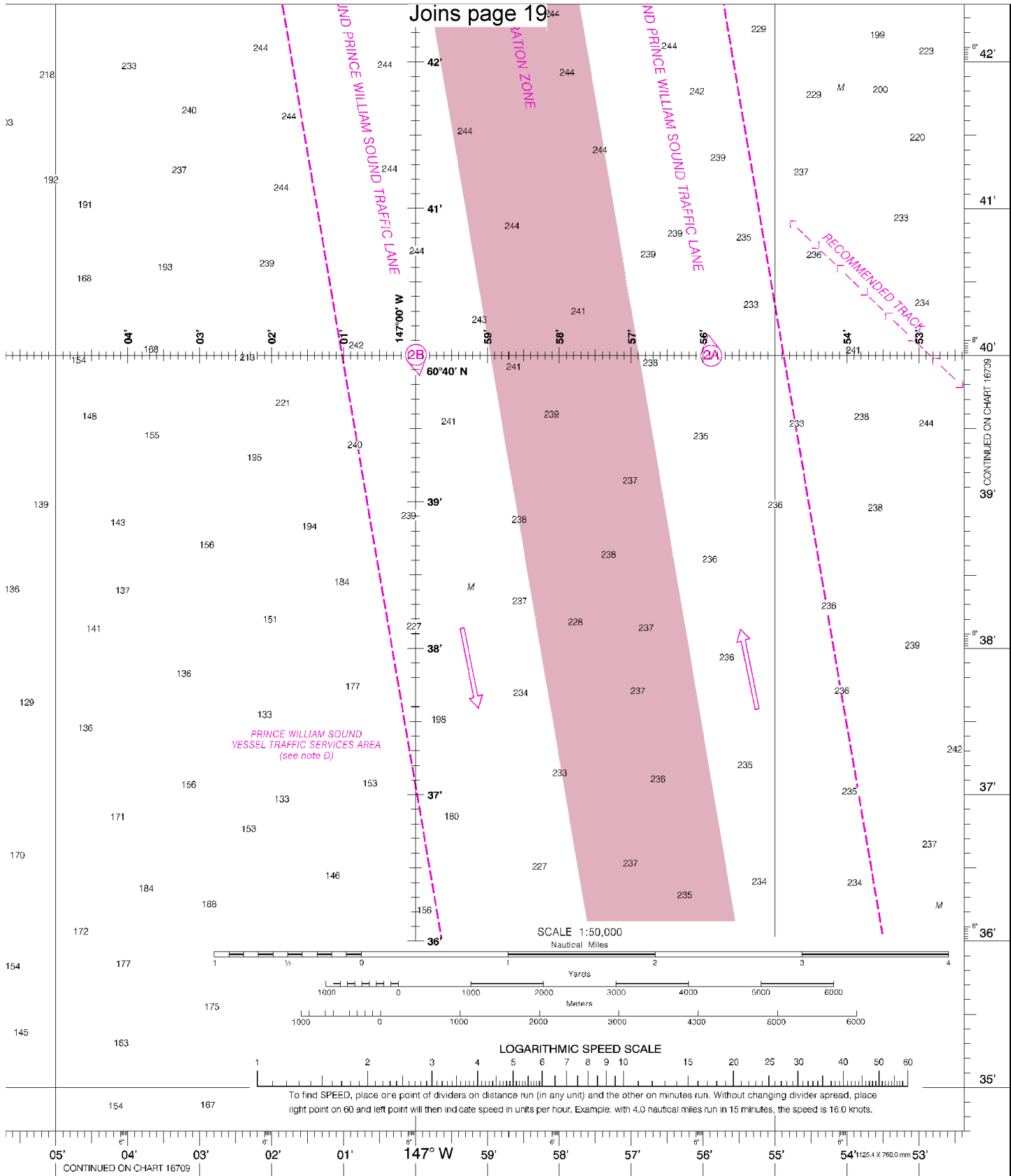


**HOMS**

Published at Washington, D.C.  
 U.S. DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2





42'  
41'  
40'  
39'  
38'  
37'  
36'  
35'

ED. NO. 3  
NSN 7642014801005  
NGA REFERENCE NO. 16713

Naked Island to Columbia Bay  
SOUNDINGS IN FATHOMS - SCALE 1:50,000

16713

23

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).